

# METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

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*Presentation*  
of  
**Metropolitan Toronto and Region Transportation Study**  
Queen Elizabeth Theatre, Exhibition Park, Toronto  
2:30 p.m. Thursday, June 13, 1968

**AGENDA**

- Hon. Irwin Haskett** — Minister of Transport and Chairman  
Executive Committee of MTARTS
- Hon. John Robarts** — Prime Minister of Ontario
- Hon. Irwin Haskett**
- R. D. Cowley** — Department of Transport; Chairman,  
Technical Advisory & Coordinating  
Committee of MTARTS
- D. F. Taylor** — Department of Municipal Affairs;  
Vice Chairman, Technical Advisory  
& Coordinating Committee of MTARTS
- Hon. Darcy McKeough** — Minister of Municipal Affairs
- Hon. Irwin Haskett**



## PUBLICATIONS OF THE METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

### GROWTH AND TRAVEL — PAST AND PRESENT

April 1966

The first report of the MTARTS series is a concise fully illustrated study of the basic components of growth in the Toronto-centred region between Hamilton and Oshawa. Prepared by the Study staff, this report examines the

- Geographic setting and economic role of the region.
- History of past development.
- Existing arrangements of land uses.
- Current trends in housing, employment and accessibility.
- 1964 travel demand and traffic flow.

The report contains 94 pages, 54 illustrations and an appendix listing population and employment statistics of the MTARTS region.

### CHOICES FOR A GROWING REGION

November 1967

This is the second report of the MTARTS series and is the first step towards the evaluation of a regional plan as a guide to the general development of the MTARTS region. Prepared by the Department of Municipal Affairs, Community Planning Branch, this report examines

- Emerging patterns of regional growth and development.
- Goals for long range development.
- Alternative conceptual plans for future growth.

The report contains 75 pages and 16 maps illustrating the development patterns as envisaged for a Trends Plan and for each of four alternative Goals Plans for the MTARTS region.



## TRANSPORTATION FOR THE REGIONAL CITY      November 1967 STATEMENT OF PRINCIPLES AND RECOMMENDATIONS

This is the third report of the MTARTS series and is a statement of the essential findings of the Study that are significant to the subject of regional transportation policy. Prepared by the Technical, Advisory and Coordinating Committee, this report summarizes the Committee's recommendations concerned with the

- Preparation of a specific plan and policies for growth in the MTARTS region.
- Preparation of a specific plan for major transportation facilities.
- Creation, adoption, interpretation and administration of the plan.

The report contains 16 pages.

## STUDY REPORTS AND PUBLICATIONS

March 1968

A summary of the 98 documents prepared by the MTARTS staff and by the participating agencies and consultants in the Study.

Most of the documents were commissioned by MTARTS as supporting material for the findings and recommendations in the three final reports of the Study. The documents are listed and arranged in five categories:

- Study Design
- Regional Development
- Regional Transportation
- Finance and Administration
- Commuter Rail

## GO TRANSIT (Illustrated) March 1968

An illustrated brochure contains the history of the commuter rail project from conception to inauguration, covering stations, equipment, scheduling, track layouts, fare structure, ticketing and train operations. It is intended to provide necessary background to the technical reports of the Market and Service Analysis surveys.

The report contains 36 pages.

Sets of MTARTS publications may be purchased at \$7.00 per set. Please enclose cheque or money order payable to the Treasurer of Ontario and mail to:

### METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

Box 227, Parliament Buildings

Toronto 2, Ontario

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NAME

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ORGANIZATION

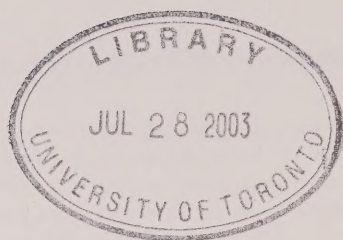
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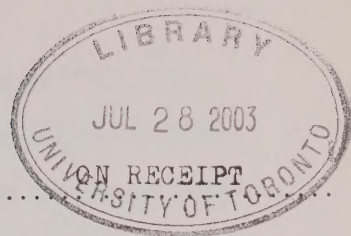




# PRESS RELEASE



TIME FOR  
RELEASE.....



**SUBJECT:** Ontario Government to  
Release Transport Study

TORONTO--A far-reaching study of future transportation needs for the populous Hamilton-Guelph-Barrie-Oshawa area, with projections to the year 2000, will be presented at a special meeting in Toronto on June 13.

The three-volume report of the Metropolitan Toronto and Region Transportation Study (MTARTS), under way since December 1962, will be made public at a meeting to which mayors, reeves, and other authorities from communities directly concerned will be invited. The meeting will be held at the Queen Elizabeth Building, Canadian National Exhibition, beginning at 2:30 P.M.

The object of the MTARTS project, established by Cabinet order, was to report on an over-all transportation policy for the 3,200-square mile area. As well as reviewing existing and planned major transportation facilities, including freeways, expressways, arterial roads and streets, rapid transit lines, commuter railways, bus services, street car lines, and major transportation terminals, the study attempts to assess their adequacy in the light of regional growth predictions to the year 2000.

more



The study, which will be introduced by Prime Minister John Robarts, takes into account present land use, population and employment opportunities, and the future situation in various areas of the region if present development trends continue. It puts forward alternative goal plans which could alter these development trends, if considered in the regional interest.

These suggestions include a regional city developed along transportation corridors adjacent to Lake Ontario, the development of an inland transportation corridor, or a system of new satellite towns fringing the major urban complex along the lakeshore.

The area covered by the MTARTS report contains 40 per cent of Ontario's population, but less than 1 per cent of the province's land. The present population of approximately 3,000,000 is expected to total some 4,000,000 by 1980, and 6,400,000 at the turn of the century.

The MTARTS report presents a number of development concepts to the year 2000 and puts forward guide lines for an area transportation policy. An integral phase of Ontario's regional Design for Development program, it represents the first step in devising and implementing a sound regional transportation plan for Canada's most intensely developed area.

Ontario's ministers of highways, transport, trade and development, and municipal affairs--all members of the MTARTS executive committee--will attend the June 13 meeting. The fifth executive member is the Metropolitan Toronto Council chairman.

Other officials of the four departments and municipality, plus railway officials and a traffic consultant, comprise the MTARTS technical, advisory, and co-ordinating committee.





# METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY



## STATEMENT OF STUDY AUTHORITY

The Metropolitan Toronto and Region Transportation Study has been appointed by the Government of Ontario to investigate the transportation of persons and goods and its relation to future growth in the region. The Study is to recommend to the Province of Ontario programs and cost-sharing arrangements to effect the desirable development of the regional transportation facilities.

This authority can be defined more completely as follows:

1. *The Study organization has the task of reviewing the existing and planned major transportation facilities: e.g. freeways, expressways, arterial roads and streets, rapid transit lines, commuter railways, bus services, street car lines, major transportation terminals, in order to assess their adequacy to serve transportation demands and support accepted regional growth predictions.*

This assignment implies the evaluation of the various agency plans for transportation facilities on an all-systems basis and according to their ability to serve trips generated by regional growth predicted as a continuation of existing trends and policies. The components of transportation systems (for example, the subway system, or the King's Highway freeway system), as structured and selected by the respective agencies, will generally be accepted by the Study without change. This does not preclude the simulation by the Study of particular transportation networks not presently part of agency proposals (e.g. commuter railways).

Subsequent to the above evaluation, the Study will prepare in consultation with the respective agencies, an overall plan of corridor locations and service levels for regional transportation facilities. This plan will cover conditions in the period up to 1980 and will recommend appropriate Provincial action to initiate such a regional transportation plan.



To summarize, the Study will review transportation on an inter-system and not an intra-system basis, will evaluate proposals in general and not in detail, and will develop an overall plan of regional transportation facilities.

*2. The Study organization has the task of determining the function of the regional transportation system in the desirable development of the region and its communities.*

It will be necessary to study different patterns of growth which could possibly evolve in this region over the next forty years, and the degree to which combinations of transportation systems will enhance or adversely affect these growth patterns. That is, the basis of evaluating or comparing future transportation systems will not only be with respect to transportation efficiency but also according to their impact upon community development.

In this process, it will be necessary to envisage future patterns and arrangements of residence and employment that might not be in accordance with the official community plans of the individual municipalities. It may be necessary to modify such regional arrangements on the basis of acceptable requirements of community development as well as in relation to transportation networks.

To summarize, the Study will endeavor to determine the most desirable development pattern for the region as the basis for determining a plan and policy for future transportation.

*3. The Study organization has the task of determining the financial requirements of a future transportation system for the region, and of recommending the appropriate responsibility of the Province of Ontario in meeting these requirements.*

This will not include a detailed review of Provincial grants to local authorities on a project by project basis. It will be assumed that existing government agencies perform such reviews where needed.

It will however be the task of the Study to review the suitability of cost-sharing arrangements in general. That is, to determine the existing sources and distribution of funds and the suitability of such arrangements to ensure the attaining of Provincial objectives in regional transportation.

To summarize, the Study will endeavor to recommend a policy and a program for the provision of Provincial funds to meet Provincial obligations in carrying out a plan for future transportation.



4. *The Study organization has the task of determining the administrative requirements of a future transportation system for the region and of recommending to the Provincial Government the appropriate organization structures and administrative relationships for the development of the regional transportation system.*

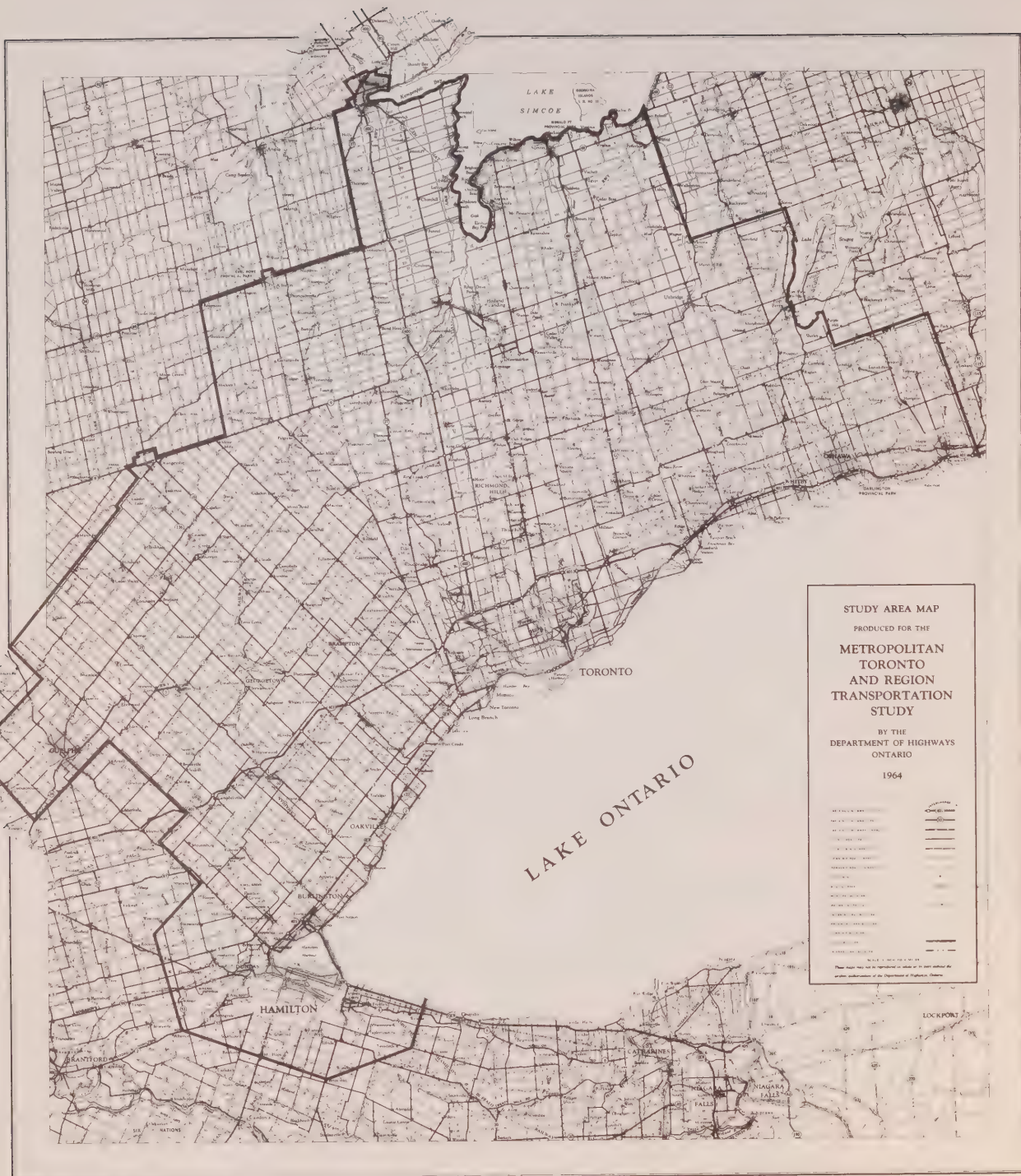
This assignment does not imply a comprehensive review of existing administrative systems to diagnose deficiencies and prescribe new systems. Revised or new administrative relationships will be sought where they are apparent from the study of transportation requirements and regional developments. That is, where deficiencies in transportation plans indicate possible changes in existing organizations or authorities; or where new forms of transportation services are recommended; in such cases different administrative procedures will be recommended.

It should be noted that any findings and proposals contained in recent official studies and reports, such as the report of the Royal Commission on Metropolitan Toronto, will be thoroughly reviewed with regard to their reference to the present study of transportation administration.

Although the Study organization consists of representatives from major agencies in this field, the Study will not be considered as a continuing inter-agency forum to deal with various localized problems in transportation and development. Such problems would only be considered as they are brought forward to the Study committees and staff by the Executive Committee.

To summarize, the Study will endeavor to recommend administrative requirements indicated by transportation plan deficiencies or by proposed transportation services. In addition, the Study will deal with specific inter-agency transportation situations brought forward by the Executive Committee.

July 1965.



Remarks by Hon. Irwin Haskett  
Ontario Minister of Transport  
as Chairman of the Executive Committee  
of the Metropolitan Toronto and Region Transportation Study

Queen Elizabeth Building

C.N.E., Toronto

June 13, 1968



June 13, 1968

Ladies and gentlemen, you have some idea by now of the magnitude and implications of this Study. As we move into a more detailed look at its findings, I would like to express my gratitude and appreciation, as its chairman, to all those who worked so hard and so long and so well to compile it. Many of the members of the Study staff, and those who worked on associated committees and special research, are here today in one section of the amphitheatre.

Those of you in the special MTARTS section -- will you please rise.

I congratulate you, before this company, on your ability ... your accomplishments ... the splendid contribution you have made to informed planning for this region. You are the specialists whose work has produced the report we are considering today; and through that report, you deserve a place among the architects of a better future. Ladies and gentlemen ... the MTARTS group!





As you look about you, at the hundreds of distinguished guests in this amphitheatre, you will appreciate the significance that is attached to this report by the Government of Ontario. We asked you here for two reasons -- first, to inform you about the report; and second, to invite your involvement in using the report as a foundation for working out the destiny of this entire region. I am referring not only to transportation systems but to all aspects of regional development.

It is not our purpose this afternoon to give you a series of pat answers to solve all the challenges of the future. The report does not set out a formula. Instead, it sets out a number of alternatives from which a choice will have to be made.

The work of the Transportation Study was without precedent in Canada and indeed on this continent. In essence, our assignment was to co-ordinate the approach to transportation planning with a breadth and depth that had never been attempted before. The increasing complexities and inter-relationships within the region made it clear that our approach could not be restricted by municipal boundaries nor compartmentalized by subject. And of course, we had to replace guesswork with fact and co-ordinated judgment. We saw the need for a comprehensive gathering and analysis of data so that the most fully-informed decisions ... the best decisions .. could be



made for the development of this growing, changing region.

Ours is a mobile society. And our mobility has far-reaching effects on the shaping of our communities and in fact on our way of life. Methods and convenience of transportation have a great influence on the daily routine of most families ...on where people live and where they work, on how they live, how they spend their leisure hours, and so on. When we talk of planning for transportation, we are talking of the lives of millions of people. We owe it to them to make the right decisions. We owe it to them to search out the facts and factors that we need in order to calculate the right decisions. That, really, is what the Transportation Study has been about.

In the next few minutes you will hear some of the findings and conclusions that have resulted from five years of work on regional transportation and the things connected with it. Let me emphasize that the body of information and analysis produced by this Study gives us a foundation for guiding the development of the region. It provides us with the basic knowledge that we need in order to tackle the important challenges that we face.

The work of the Transportation Study gives us new insights into the relationship between transportation and other aspects of regional development; it gives us an opportunity to plan with confidence; and it gives us new insights into the



alternatives that are available to us in the years ahead.

I will now call on the Chairman of the Technical Advisory and Co-ordinating Committee, Mr. Roy D. Cowley. He will be followed by the Vice-Chairman of that committee, Mr. D.F. Taylor. Mr. Cowley and Mr. Taylor will summarize the findings and recommendations of the final report of the Metropolitan Toronto and Region Transportation Study. You will be receiving copies of the report in the mail shortly and we ask that you give it your full consideration. In the meantime, Mr. Cowley and Mr. Taylor will give you what might be called "a report on the report."

Mr. Cowley.







STATEMENT BY THE HONOURABLE JOHN ROBARTS

PRIME MINISTER OF ONTARIO

METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

QUEEN ELIZABETH BUILDING, TORONTO, THURSDAY, JUNE 13TH, 1968

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Ladies and gentlemen:

We are here today because of one thing: our deep personal involvement in the future growth, development, and planning of this immensely rich region along the north shore of Lake Ontario. Our responsibilities may vary, but our obligation is to the people who live in this area now and who will live here in the future. We must ensure that, to the best of our abilities, our resources are used to the greatest possible advantage.

This afternoon we shall learn about many of the challenges we shall face in the years leading up to the year 2000 and beyond. This is a challenge of growth and planning which will be both stimulating and rewarding.



In December of 1962 I had the pleasure of announcing the establishment of a special committee which would carry out a study of the overall transportation policy for Metropolitan Toronto and surrounding municipalities.

This committee, the Metropolitan Toronto and Region Transportation Study, is a co-operative effort of many Departments of the Ontario Government, including the Departments of Transport, Highways, Municipal Affairs, Trade and Development, Energy and Resources Management ( Ontario Water Resources Commission ), together with the Municipality of Metropolitan Toronto, the Toronto Transit Commission and the Canadian National and Canadian Pacific Railways.

I should like to mention briefly those members of the Executive Council who served on the Executive Committee of the Transportation Study. By doing so, the breadth of involvement and interest of the Government in this study will be immediately apparent. The Chairman of this meeting, the Minister of Transport, the Honourable Irwin Haskett, serves as Chairman of the MTARTS Executive Committee. The other current members are the Minister of Trade and Development, the Honourable Stanley Randall; the Minister of Highways, the Honourable George Gomme; the Minister of Municipal Affairs, the Honourable Darcy McKeough.



Three other Members of the Ontario Cabinet were deeply involved in the MTARTS project: the Treasurer of Ontario, the Honourable Charles MacNaughton, was its first Chairman; the Minister of Tourism and Information, the Honourable James Auld; and the former Minister of Municipal Affairs, J. Wilfrid Spooner.

The Chairman of Metropolitan Toronto, William Allen, has served throughout as a member of the Study Committee and has made a valuable contribution to its work and to the future development of this area.

The Government of Ontario is responsible for the orderly development of the resources and wealth of the province and for carefully planning the use of our land. We are most fortunate in Ontario that this opportunity is still available to us. In many jurisdictions, the pressures of population growth and lack of elbow room have either proceeded beyond the point of recovery or are so far advanced that recovery will be difficult and extremely costly. Here the possibility remains of exercising substantial direction over the pressures of people on the use of our rich farmland and the beauty of our landscape. We can still plan where our new communities will be located, whether to decentralize industry, how existing communities will be allowed to grow, where our recreation will be obtained and what forms of transportation, both public and private, will be used to enable our population to travel with ease and efficiency. We must not forfeit this opportunity through lack of initiative or lack of foresight.





Whether we accept it or not, whether we apply such phrases as "regional development" or "regional planning" to what we are doing, we must face the fact that we are all actively engaged in a fundamental planning process which affects the whole pattern of development and growth of our province. We are engaged in a process which will set out the guidelines by which our children and grandchildren will live during the next 100 years and more, just as events a century ago dictated much of what we now enjoy.

Two years ago, the Government of Ontario set out a regional development policy for the province in its "Design for Development". This policy contains three principles which we consider to be essential to ensure that all regions of Ontario share in a practical and purposeful development program. These principles are:

- 1) The Government accepts the responsibility for guiding, encouraging and assisting the orderly and rational development of the province;

- 2) The Government believes that its efforts should be complementary to the private sector of the economy in helping to create an atmosphere for growth and development;

- 3) The Government believes that policies must be cast in the mould of Ontario's conditions and must reflect those conditions which are unique to Ontario.



We recognize that each region of Ontario has its own characteristics. But in developing our policies, we believe that plans and priorities for each region should always contribute to the total environmental development and economic performance of the province.

Our regional development program cannot be a passive philosophy. It must be active. It must be dynamic. It must be alive and responsive to the changes in our economic, social and technological life which dictate and provide the opportunities open to us to enjoy in the years ahead. We must be aware of the kind and shape of our development. We must possess information about the forces which are dictating change within our communities. We must make plans which serve and complement these changes, adapt them to our resources, and modify them not only to the needs and desires of the people of Ontario but to what is practical for immediate action and what must await further economic growth.

The Metropolitan Toronto and Region Transportation Study is a dramatic example of the need to look at regional planning in a broad, interrelated manner. While we are moving forward with many programs throughout the province, it is obvious that we must move quickly in the very important part of southern



Ontario where the pressures of growth are the greatest. As a result, the Transportation Study was given special priority.

While we regard the publication of the MTARTS Reports as the completion of the first stage of an important planning process for the rich region of southern Ontario surrounding Metropolitan Toronto, it has already borne fruit. MTARTS was initially charged with the responsibility for the planning of transportation systems. As part of its responsibilities it was given a special assignment. In March 1963, the Government directed MTARTS to investigate the possibility of establishing commuter and/or rapid transit services in the area using existing railway lines.

From this assignment came GO-Transit, which has now been operating for more than a year along the Lakeshore Corridor between Pickering and Hamilton. The experience of this experimental publicly-operated commuter railway system is now being analyzed to determine whether it is feasible to extend GO-Transit into other parts of the region surrounding Metropolitan Toronto.

Some of the reasons why we are not moving precipitately into the immediate extension of GO-Transit will become more apparent as the MTARTS presentation unfolds this afternoon. However, I can state that





it is my personal conviction that in the years immediately ahead a commuter railway service modelled on GO-Transit will become a part of an integrated system of transportation in Ontario. But one must first weigh the cost and planning factors. This is being done.

The Reports produced by the Metropolitan Toronto and Region Transportation Study Committee comprise the most comprehensive body of data for intelligent planning ever developed in Canada. These Reports, for the first time, provide us with a solid foundation of facts upon which we shall plan our future. They also put forward in concise terms the challenge which we must meet if we are not to be swallowed up by our own growth.

We have two choices: helter-skelter, ad-hoc development which consumes valuable land and resources, parches our throats for lack of water, engulfs us in pollution, and strangles us in a maze of hastily-constructed roadways; or we can have orderly planning which will enhance and enrich the daily life of every resident of this area. The Government of Ontario has rejected the ad-hoc approach and is doing its utmost to ensure orderly growth.

The various Departments and agencies of the Government are being given these Reports. They are being directed to launch an immediate analysis of the findings and recommendations. We shall bring their views together



through our Advisory Committee on Regional Development and combine them with the proposals of the local municipalities and interested public bodies. The whole matter will then be set in perspective for the consideration of our Cabinet Committee on Policy Development.

We have asked each of you to come here today so that you may more fully understand the challenges before you, the alternatives from which our choices may be made, and how the Government of Ontario intends to approach this task. The MTARTS Committee has given us the ammunition. The Government is already at work. We are asking each of you to examine and analyze these Reports. We want the benefit of your guidance and advice before any concrete decisions are made about the next steps. Together we shall establish realistic goals which will meet the criteria of good living and responsible planning.

Enlightened change is not imposed upon people. Enlightened change comes about through careful preparation, understanding of what we face, an awareness that improvement will result and through a partnership of all who are involved. In this, we are your partners. Our masters are the people of Ontario.



I ask your participation. We hope that you will find it possible to provide us with your comments before the end of this year. The growth of Ontario is such that sophisticated and intelligent planning of our future cannot be put off until tomorrow. It is urgently required right now. The Government of Ontario is prepared to get on with the job as soon as humanly possible.

Ladies and gentlemen, I look forward to the future with both anticipation and confidence. When you see the concepts for the future which the MTARTS Committee is putting forward today, I know you will share my excitement about what can be accomplished in the years immediately ahead.

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Presentation  
by  
R.D. Cowley  
Chairman,  
Technical Advisory and Co-ordinating Committee  
  
On The Final Report Of  
Metropolitan Toronto and Region  
Transportation Study

Queen Elizabeth Theatre,  
Toronto  
June 13, 1968.



The purpose of the Metropolitan Toronto and Region Transportation Study was to assist in planning for the future. The region was defined accordingly. It takes in, not only the present immediate impact area with Metropolitan Toronto as its core, but also further areas whose future development will be increasingly related to the regional centre. For purposes of this Study, the region extends from Lake Ontario to include Barrie to the north, Oshawa to the east, and Hamilton and Guelph to the west.

During the last few decades, there have been many kinds of change in our society. One of the most significant has been the evolution in transportation. The physical results are all around us. Within Metropolitan Toronto, for example, we have come in a very few years from dirt side roads to computer-controlled traffic lights. Many of us travel daily in GO trains and subways. Automobiles have become as important to most families as clothing and shelter.

But along with these changes, another change has been taking place too. An invisible change. In the long run, perhaps a much more important one. A basic change in transportation philosophy.



Not long ago, transportation systems often were developed to try to catch up with existing demand. And often it was the other way around. An important new road would be built, or an existing road would be re-routed, and the pattern of housing and industry and commerce would change as a result. Today, that lack of co-ordination is no longer satisfactory. There exists a close relationship between the transportation system of a region and many other activities in that region. Changes in one cause changes in others. Therefore, in order to design an effective transportation system, we must know a great deal about the needs the system is going to serve.

But how could we assess all the diverse factors and interests that affect, or are affected by, a transportation system? That was the first question this Transportation Study set out to answer. Our success in doing so -- in working out an effective inter-agency approach -- is a tribute to all of those who shared in this partnership. From private enterprise, from government agencies, and from different levels of government, we were able to create a co-ordinated viewpoint. We took into account all the pertinent phases of transportation and of community, sociological and economic planning.





With this inter-agency approach, the first task of the Study was to take a look at the transportation we have today. How has the evolution to date come about? And why? To set the perspective for a plan for the future, we needed to examine the components of past and present. The findings of our investigations were published in 1966. This helped to define our challenge. Among other things, we examined the patterns of travel as people in the region make four million trips every week-day, spending a total of two million hours every day to do so.

That first report indicated clearly the vital effect of transportation on where people live and where they work... its effect on their way of life ... its effect on the kind of community they live in ... its effect on their freedom of choice... its effect on the economy and development of the whole region.

Commuter rail service, of course, was among the transportation choices that were examined. We began feasibility studies in 1963, and for two years collected and assessed data on rail lines, market potential, costs and revenues, and so on. In 1965 the Transportation Study recommended to the Provincial Government that an experimental commuter rail service be set up along the Lakeshore, and that the Provincial Government pay the capital and deficit costs.



This recommendation was acted on. Government of Ontario Transit -- better known as GO Transit -- was inaugurated in May, 1967. Detailed studies of its service and impact are now being conducted.

From these results, the Transportation Study moved on to the task of planning for the future. Our findings on that assignment are set out in the reports we are bringing to you today.

When we look to the future, what kind of transportation should we be thinking about? What are the prospects for future and futuristic transportation forms? Though new and sophisticated innovations stimulate the public interest -- such as individual jet packs, travelling sidewalks, helicopters, mono-rails, and automatic guidance systems for automobiles -- it is highly unlikely that these methods will be major factors by the year 2000. This does not deny that some or all may be practical, or in fact actually used within this region by the year 2000. It does mean that, in terms of the ability to handle large hourly volumes of people, it will be difficult to replace the guided wheel concept in trains, as exemplified by a subway system or a commuter rail system.



No doubt there will be many technical innovations which should receive serious consideration, such as lightweight high strength metals, and plastics; the induction motor; the turbine engine; the electric automobile; the ground effect or air cushion vehicle. But these means of motive power are primarily more efficient, perhaps quieter and less likely to pollute the air; they are not necessarily new ways of moving or handling people. Two basic factors are critical:

First, the numbers of people to be moved -- a prime consideration in large population areas; Second, the ability of the human body to withstand high acceleration-deceleration effects without special packaging.

These points obviously are basic to an assessment of transportation for this region in the decades to come.

At this time I would like to begin our outline of the key points that are being announced to you today. For the sake of clarity, I will tell you first about the part of our final report entitled: "Transportation for the Regional City: Statement of Principles and Recommendations." After that, you will hear in greater detail about another part of our report dealing with "Choices for a Growing Region".



The following, then, is a brief summary of the highlights of our principles and recommendations on the subject of transportation planning.

The Transportation Study has concluded that there is a need to stress the essential role of public transportation. Where a great many people are to be moved along a geographical corridor, public transportation is essential. Systems of public transportation must be established as an instrument of public policy. The basic reason is to provide accessibility between commerce and industry and the total range of the labour market.

At the same time, private transportation -- cars and trucks -- will continue to be a major carrier of goods and persons. Provision for private transportation must continue to be made, in the form of roads and related facilities.

But public and private transportation are part of the same problem, and they both should be part of the solution. There should be a single urban transportation network, well planned and fully co-ordinated, with facilities for both.

It is clear that a fragmented approach to transportation is no longer acceptable. There must be a consistency of planning, of policies and of administration in all parts of the region.





The report contains a number of recommended principles on these matters.

As the members of the Transportation Study committees worked out our assignment, step by step, one question became fundamental. Which should come first -- a plan for transportation? Or a comprehensive plan covering land use and the total development of the region.

Our conclusions are summarized in the first two recommendations on transportation planning. I will quote them:

First:               that a specific plan and  
                          policies be developed for  
                          the region to guide public  
                          and private decisions and  
                          investment; and

Second:             that a transportation plan  
                          and policies be an integral  
                          part of this regional plan.

We were authorized to examine the considerations of planning and development throughout the region, and to relate them to transportation.



In so doing, we have reached the firm conclusion that an effective transportation system can only be designed when we have a complete understanding of the needs the system must serve. Transportation facilities are not an end in themselves, but only a means of assisting in the achievement of specific social, economic, and physical goals. A transportation system has the ability to direct the distribution of population growth into either rational or irrational forms. In other words, if a transportation system were to come first, the region's development would follow in a way that happened to fit -- and the results might not be in the best interest of the public. It makes sense, then, to do the comprehensive planning first, so that transportation policies become an instrument for the overall good of the region and its people.

At the present time, the future course of the region as a whole is not charted. There are several alternatives for the kind of development that could take place. These alternatives are set out in our final report. We recommend a choice be made on a regional plan first, and that a transportation plan then be devised as an integral part of it.



The original charge of the Order-in-Council was to produce a transportation policy. This would require recommendations on a specific transportation plan and its financial and administrative needs. We have not made recommendations on these points. We assessed the voluminous body of data co-ordinated for the first time by this Study, and we concluded that it would be contrary to the interests of the region and its people to proceed with a transportation plan before trying to determine an overall plan for development.

Now: What should we be planning for? What course should be charted for this growing region, in fact?

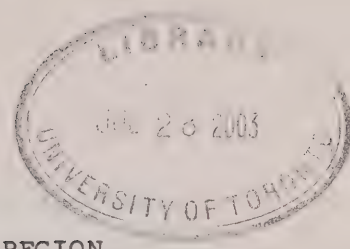
Mr. D.F. Taylor, the director of the Community Planning Branch of the Department of Municipal Affairs, is vice-chairman of the Transportation Study. Mr. Taylor will now present to you the findings of the part of our report entitled: "Choices for a Growing Region".





INTRODUCTION - D. F. TAYLOR

VOLUME II - CHOICES FOR A GROWING REGION



As might be expected when a group as large and diverse as MTARTS is brought together there are bound to be differences of opinion.

How are the assembled forces to be put to work? What are to be the priorities of action? How will consultants be used - if at all? How best can computers be utilized? What is the future of public transit? What prediction techniques will be used? and so on.... and on..... and on.

Standing in relative isolation amid the differences - was a unanimous agreement that to develop a sound transportation policy, we must first reach agreement on the kind of region we wished to have. For a planner the unanimity was extremely satisfying -- we had finally arrived.

The acceptance of this basic idea may be seen by referring to the MTARTS Statement of Study Authority. In part the statement reads as follows:-



"the study will endeavour to determine the most desirable development pattern for the Region as a basis for determining a plan and policy for future transportation.

The role of studying the ways in which the Region might grow over the next 3 decades, and more important, how it should grow, was allocated to the Department of Municipal Affairs.

Today it is my privilege to describe how this particular aspect of the broader MTARTS study - the regional development phase - was carried out and to present our conclusions.

To assist the Department in discharging the responsibility two committees were formed. The first - the Regional Development Sub-committee - more or less the Board of Directors, consisted of representatives from the MTARTS staff, the Community Planning Branch of the Department of Municipal Affairs and the Metropolitan Toronto Planning Board. The second committee / the workhorse / was called the Advisory Group. On this committee, in addition to staff from the mentioned groups, we were most fortunate in securing the services of several persons eminently qualified in the fields of housing and urban settlement, sociology and economics.



Before moving further I must point out here that while the Department of Municipal Affairs was responsible for putting the report together a great deal of extremely valuable data and advice was received from many other agencies.

Now - on with the report - entitled "Choices for a Growing Region".

Our approach took us through eight different steps:-

1. Data collection.
2. The analysis of population and employment trends.
3. The forecasting of land requirements up to the year 2000.
4. Determining objectives for regional growth.
5. A study of existing development controls and policies.
6. Preparation of goals plans.
7. Possible techniques for evaluation of trends plan and goals plans.
8. Implementation of a plan.

In describing the report to you over the next few minutes, I will refer back to these eight steps.

The first was data collection. We studied the region as it is. We looked at the way land is currently being used for industry, for agriculture, for residential use, for recreation and other purposes.



We collected information about the population/its composition, its distribution. We looked at employment, by type, by location. We studied the region's current and prospective economic base. This and other kinds of information gave us a much better understanding of the region in its current stage of development. A lot of the data collected by the way, has already been used for many other purposes beyond the MTARTS program. The Department of Municipal Affairs, for example, has made quite extensive use of some of this information in its local government reviews. Consultants engaged by the Ontario Water Resources Commission and by the Department of Highways, and others, have found much of this information helpful in examining future needs within the region. As to the nature of the information itself, much of it is now, collected through field work, but also a great deal of it was secured through MTARTS studies, from other provincial agencies, local municipalities, the Dominion Bureau of Statistics, railways, planning boards, and others.

Literally hundreds of maps were produced, On land use, physiography, land capability, population and employment density,





transportation routes, and the like. Only one will be shown here - that is, the region's land use in 1964. We have used 1964 as our base year throughout the study.

Step two in our method was the analysis and projection of population and employment trends. In order to get a clear idea of what's happening within the region, we broke the region into five sectors: Toronto, Hamilton, Guelph, Barrie and Oshawa. Now, just what's going to happen in these five sectors? Well, the forecasts indicate that both population and employment will grow by a staggering 130% from our base point in 1964 to the year 2000. Population will more than double to 6,430,000. Employment also will more than double to 2,330,000. The forecasts indicate something else besides growth. It would appear that between now and the year 2000, there is going to be some redistribution of population and employment in these five sectors compared to 1964.

Step three in our program called for the forecasting of land areas required to meet expected population demands up to the year 2000. Back in 1964, the population occupied approximately 220,000 acres for urban purposes at a density of 8,200 persons per square mile.



How much more land would be required for an additional 3.6 million people appeared on the face of things to be a fairly simple question. It wasn't. In studying the current stage of development within the region, we discovered that there are several almost opposite trends evident. On the one hand, we see a reduction in population density caused by an increasing demand for larger residential lots, and larger properties for industrial purposes. On the other hand, an increasing segment of the population live in apartments and other multiple-type housing units. This, of course, leads to higher densities. The changing composition of housing in Ontario, in the 18 years proceeding 1967, gives a very clear indication of the tendency towards higher density population. In 1949, only 8% of all new housing units completed were of this type. In attempting to forecast the amounts of land required for housing in the future, we have considered the possibility and implications of both higher and lower densities than presently exists in the region. Thus, in addition to the 123,000 acres in residential use in the region in 1964, we will require between 100,000 and 280,000 acres more for future housing.



The significance of future density is apparent when we realize that nearly three times as much new land will be required for new housing on the low density assumption as that required on the high density assumption.

Step four was the determination of objectives for regional growth. In determining objectives for the region, one question looms large. "What kind of region do we want?" In response to this question, certain objectives were established. These dealt with the following:-

1. Economic structure as determined by the special location and space requirements of major economic activities such as the major commercial centres, heavy industry, airports, universities, and research establishments.
2. Land, as enjoyable landscape and as a basis for agriculture.
3. Environment, including the atmosphere, water and arrangements of local communities.
4. Accessibility, to specialized services and facilities and between major used within the region.
5. Cost of transportation and cost of other essential public services.





6. Change in technology, in population composition, and in social trends.

Again back to our overall method and step number five.

Step five was the study of existing development controls and policies. We looked at official plans and local growth policies within the region to determine their adequacy in view of the population, employment and land data secured through the first stage of our study and also to see how they collectively met the objectives set forth in our study. The pattern which emerged is a composite of all these plans and growth policies expanded in terms of land requirements. This composite is what we refer to as the Trends Plan. Just to make this point absolutely clear, the Trends Plan in effect, is what would happen if existing policies and developments were to continue without major alteration. So let's take a harder look at the Trends Plan.

The region's built-up area would be between four hundred and six hundred thousand acres, depending upon the eventual population density that could be between 10,000 and 7,000 persons per square mile of built up area.



The consequences, in terms of land occupied, at the higher density limit, and of the lower density limit are illustrated.

These may be compared with the map showing the region four years ago when it had 220,000 acres of built-up area at a density of 8,200 persons per square mile.

As you see, developments affecting density will have substantial effects on the future form of the region.

Step six in our method was the preparation of Goals Plans. An examination of the Trends Plan - the composite of existing policies - indicated to us certain shortcomings and deficiencies when measured against the objectives established in the study. In an effort to remove these deficiencies - to prepare plans for regional growth which would meet more closely the objective developed and consistent with the scale of growth predicted - we prepared a large number of alternative concepts for growth. Of this larger number of plans 4 were selected. These 4 were termed Goals Plans.

These Goals Plans, it must be emphasized are not theoretical concepts - they deal with real trends and real pressures evident within the region now and those anticipated before the year 2000.



These plans seek to reduce the economic cost, the social costs and the inconveniences evident in the Trends Plan and to provide the flexibility required to meet the unanticipated demands and pressures which we know will arise over the next 30 years or so.

Before describing the 4 plans it must be emphasized that each of them has certain advantages and certain disadvantages - some are more difficult to accomplish than others but the difficulty does not, by itself, rule them out as desirable growth objectives. Let's look at the major features of each of the four goals plans.

#### Goals Plan I

Plan number one is not unlike the high density Trends Plan you have just seen. The form of this Goals Plan was influenced by historic growth directions, strong development pressures along the north shore of Lake Ontario and by proximity to the lake for water supply and sewage treatment. The plan is characterized by a corridor of several large cities on either side of Metropolitan Toronto between Hamilton and Oshawa. They would range in population from 300,000 to 500,000 each.



These cities would be large enough to support a subregional centre or downtown area distinguished by a wide range and diversity of services and large enough to maintain its own community identity.

Each city contains a wide variety of housing types with high density forms concentrated near the subregional centre or downtown area for easy access to community activities and to the Commuter rail system. Employment areas are distributed to provide a range of opportunities in each city so that the residents of the community could work there if they so desired. The cities are linked to one another, and to the regional centre, by rapid commuter rail and expressways to provide easy access throughout this part of the region. To the north, the cities are bounded by what we term a "Parkway Belt". This Parkway Belt has the dual purpose of providing an outer transportation corridor for the movement of people and goods and of providing a part of the regional recreational system by linking the north-south ravines and valleys which characterize the region. The unique natural features within the region such as the Niagara Escarpment and Lake Simcoe would be conserved as recreational resources.





Farmland north of the Parkway Belt would be preserved substantially for agricultural development. That's Goals Plan number one.

Now, let's have a look at Goals Plan Number two.

In Goals Plan II, we envisaged a second tier of cities north of the Parkway Belt. This has the effect of shifting the Parkway Belt southward to an alignment which permits the incorporation of parts of the existing east-west rail network, which could, in the future, provide the basis for a second commuter rail line from the Hamilton area to the Oshawa area. The cities are generally smaller than in Goals Plan I, but with few exceptions, each would still be sufficiently large to maintain a strong downtown or subregional centre and to provide a good range of employment and recreational opportunities. Now, Goals Plan three.

Goals Plan III - is substantially different. Here we make an attempt to transfer a significant portion of the total increase in population, approximately 500,000, inland from the lake to the transportation corridors extending westward from Toronto towards Galt and north-eastward towards Port Perry.



One of the primary advantages of this plan is that it reduces the extremely heavy loading to be placed on the east-west transportation system in Goals Plan I.

Goals Plan III has not been elaborated to the extent of the first two plans because it has certain characteristics which make detailing at this point difficult -- the detailing can only be done after analysis of utility requirements and the prospects of employment decentralization has been examined more thoroughly. In this concept the feasibility of providing for water supply, for sewage disposal and job opportunities are matters of extreme importance. Next, Goals Plan IV.

Goals Plan IV assumes the characteristics of a large central city linked by road and rail to four other cities, all large enough to generate a substantial measure of local employment and sizeable enough to support strong subregional centres.

The four cities, which might in this situation correctly be termed "Satellite cities", are Guelph, Orangeville, Alliston and Barrie.



Each of these communities would have a target population of 250,000. Now this particular arrangement has been influenced by two major factors. One, the possibility of using Georgian Bay as a source of water supply and two, the existence of a radial system of both rail and road facilities providing the possibility of reasonably easy access to the regional centre. From a recreational standpoint, the cities are well located. The city residents could take advantage of the province's great recreational facilities from the Bruce Peninsula to Algonquin Park. Goals Plan IV, like the others, has certain advantages and disadvantages. Two specific features which must be faced here in determining practicability and 1) the possibility of shifting substantial employment opportunities from the dominant lakeshore orientation and 2) the possibility of disposing of sewage wastes in an area which has no major rivers for dilution purposes.

I should point out here, that while we talk in Goals Plans III and IV of diverting population from the Lake Ontario area to different parts of the region, this population shift will be small



relative to the total regional population of the year 2000 and 6½ million. We are talking here of moving, at most, one million people. The bulk of the population, more than 5 million, must still be accommodated along Lake Ontario with all that this entails in terms of public service requirements, including additional transportation facilities. Let's go back for a moment and re-cap our method of approach to the regional development phase of the MTARTS operation. We have covered data collection, we have covered the analysis and projection of population and employment trends. We have talked about forecasting land requirements up to the year 2000. We have determined an approximate set of objectives for regional growth. We have studied existing development controls and policies and observed the evolution of what we call the Trends Plan. We have covered the evolution of four alternative Goals Plans. And that now takes us to step seven.

Step seven is the evaluation of Trends Plan and Goals Plans. These plans represent a number of possible ways in which the region can be developed to meet the population, employment, and land demands





expected by the year 2000. The task of determining which of the plans, or variations of plans, is the most appropriate to meet the needs of the region is a most complex and important matter. It is a task which requires that a great many agencies with different interests devote considerable and intensive effort to their evaluation. While fully recognizing the necessity of an intensive evaluation by many different agencies, the Department of Municipal Affairs undertook a preliminary evaluation of the relative merits of the various plans. It must be emphasized that this preliminary evaluation was, in large measure, a testing of methodology as much as anything else. The methodology suggested will, we hope, be of significant value to the many other groups who will be charged with evaluation following this presentation.

The evaluation technique suggested however has one major weakness - it does not apply different weightings to the 12 objectives used to compare the relative strengths and weaknesses of the plans being evaluated. It treats all the objectives as equal.



The weighting scale will depend upon the particular orientation of the group doing the evaluation. The group interested in the preservation of the best agricultural land will place heavy weighting on that plan which promises the greatest security for farm land - those groups interested in recreation will, naturally, place the greatest weight on that plan which maximizes recreational opportunities, and so on.

The task of determining the best plan is, as we have already stated, most complex and challenging.

What about the final step - step eight? The implementation of a plan. Can any of these plans in fact be brought to reality? In our view, yes. At the moment, there lies with the responsibility and authority of provincial departments and agencies, the ability to direct, in a very great measure, the regional growth towards any objectives selected.



## ONTARIO DEPARTMENT OF MUNICIPAL AFFAIRS

REGIONAL CENTRE  
SUBREGIONAL CENTRE

LOCAL CENTRE

0-5

5-10

10-50

50-100

100-200

200-300

300-500

500 +

POPULATION	RANGE	- IN THOUSANDS
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RAILWAY

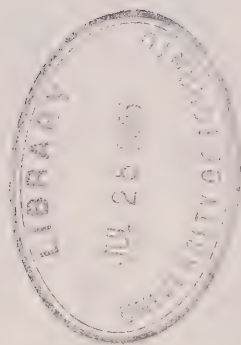
RAILWAY, COMMUTER, HIGH SPEED

### RAPID TRANSIT (SUBWAY)

EXPRESSWAY

## PARKWAY BELT





# GOALS PLAN II

2000

ONTARIO DEPARTMENT OF MUNICIPAL AFFAIRS

- REGIONAL CENTRE
- SUBREGIONAL CENTRE
- LOCAL CENTRE

POPULATION RANGE IN THOUSANDS

0-5  
5-10  
10-50  
50-100  
100-200  
200-300  
300-500  
500+

- RAILWAY
- RAILWAY, COMMUTER, HIGH SPEED
- RAPID TRANSIT (SUBWAY)
- EXPRESSWAY
- PARKWAY BELT



0 10 20  
SCALE MILES

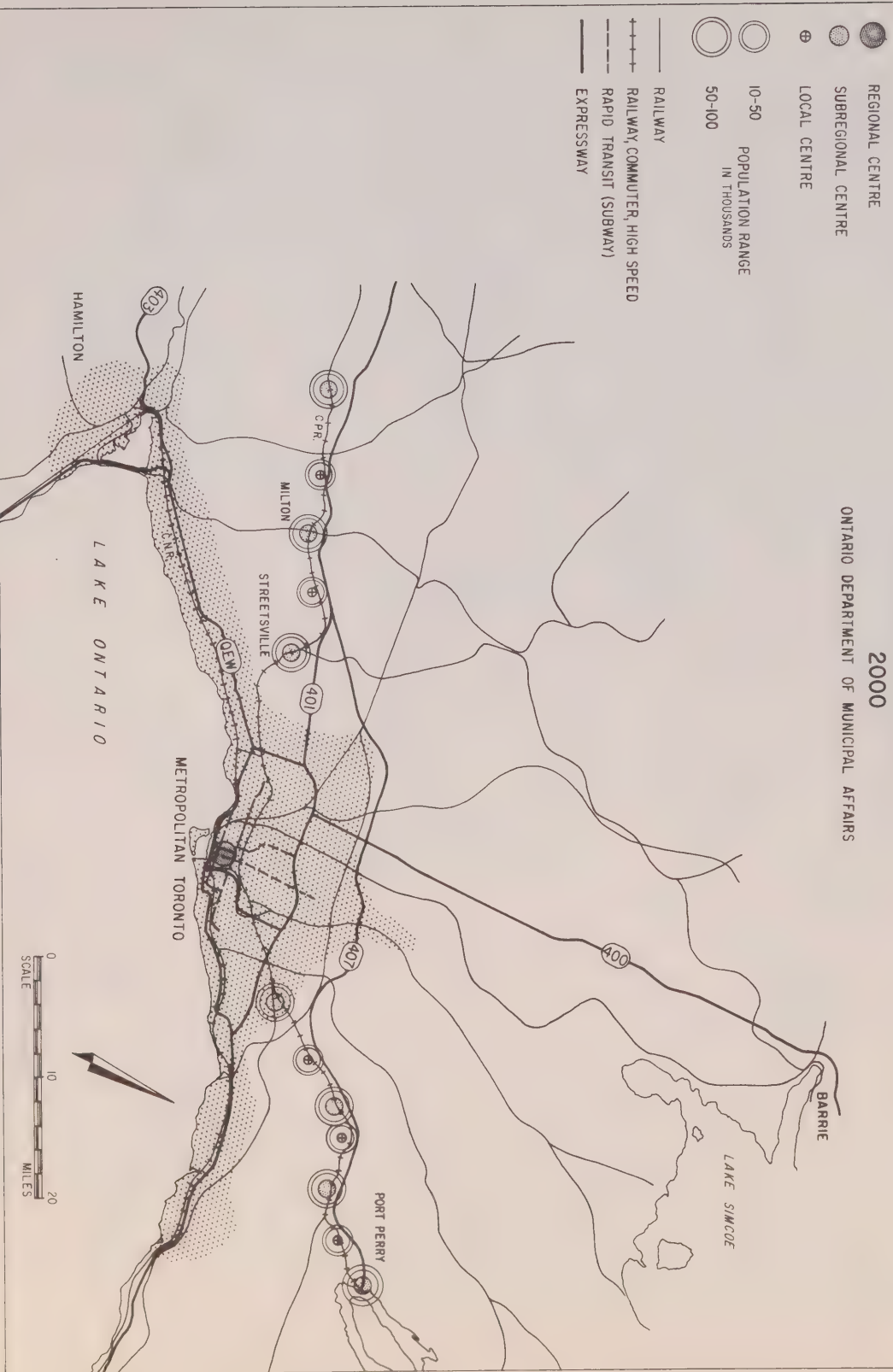




# GOALS PLAN III

2000

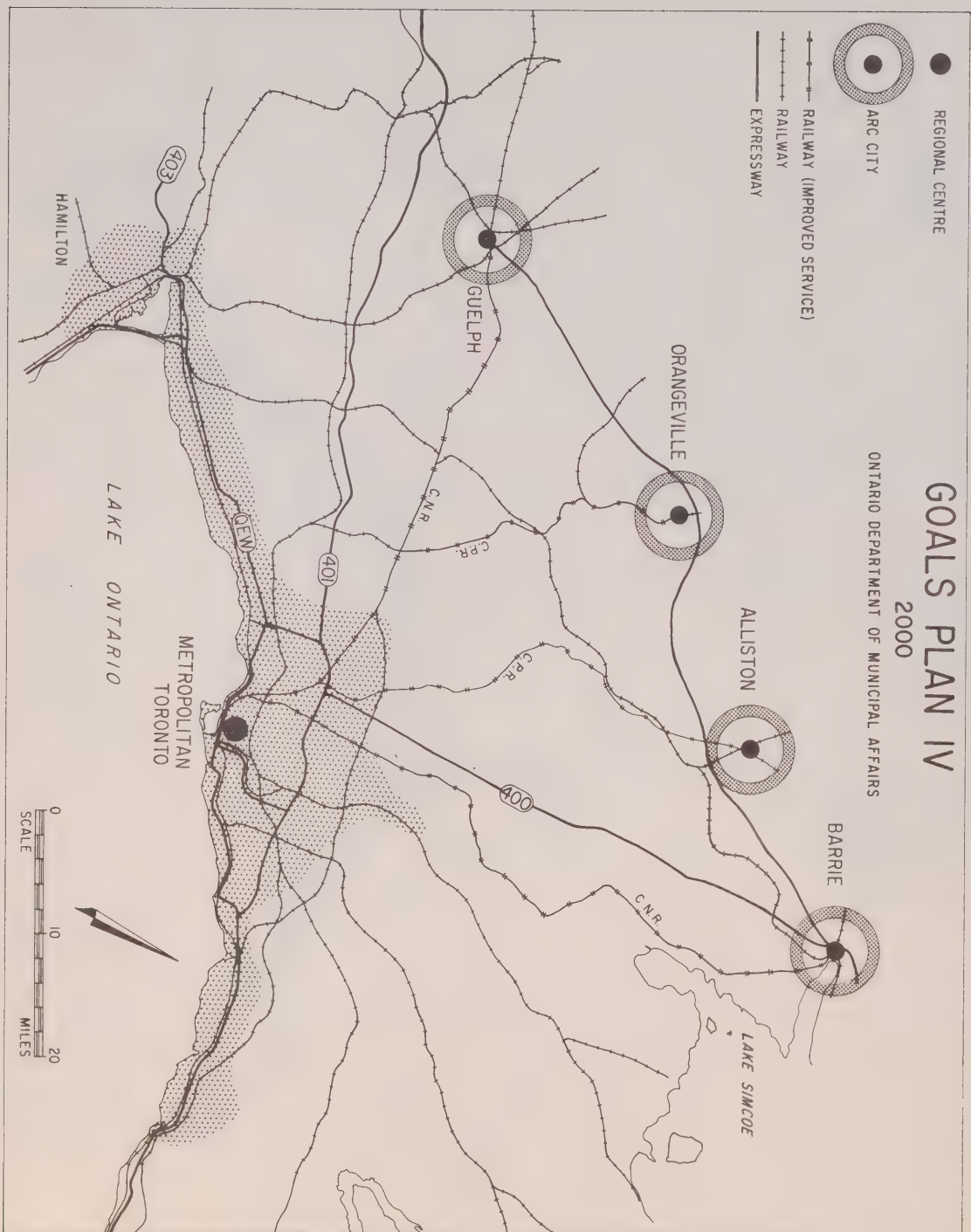
ONTARIO DEPARTMENT OF MUNICIPAL AFFAIRS





# GOALS PLAN IV 2000

ONTARIO DEPARTMENT OF MUNICIPAL AFFAIRS

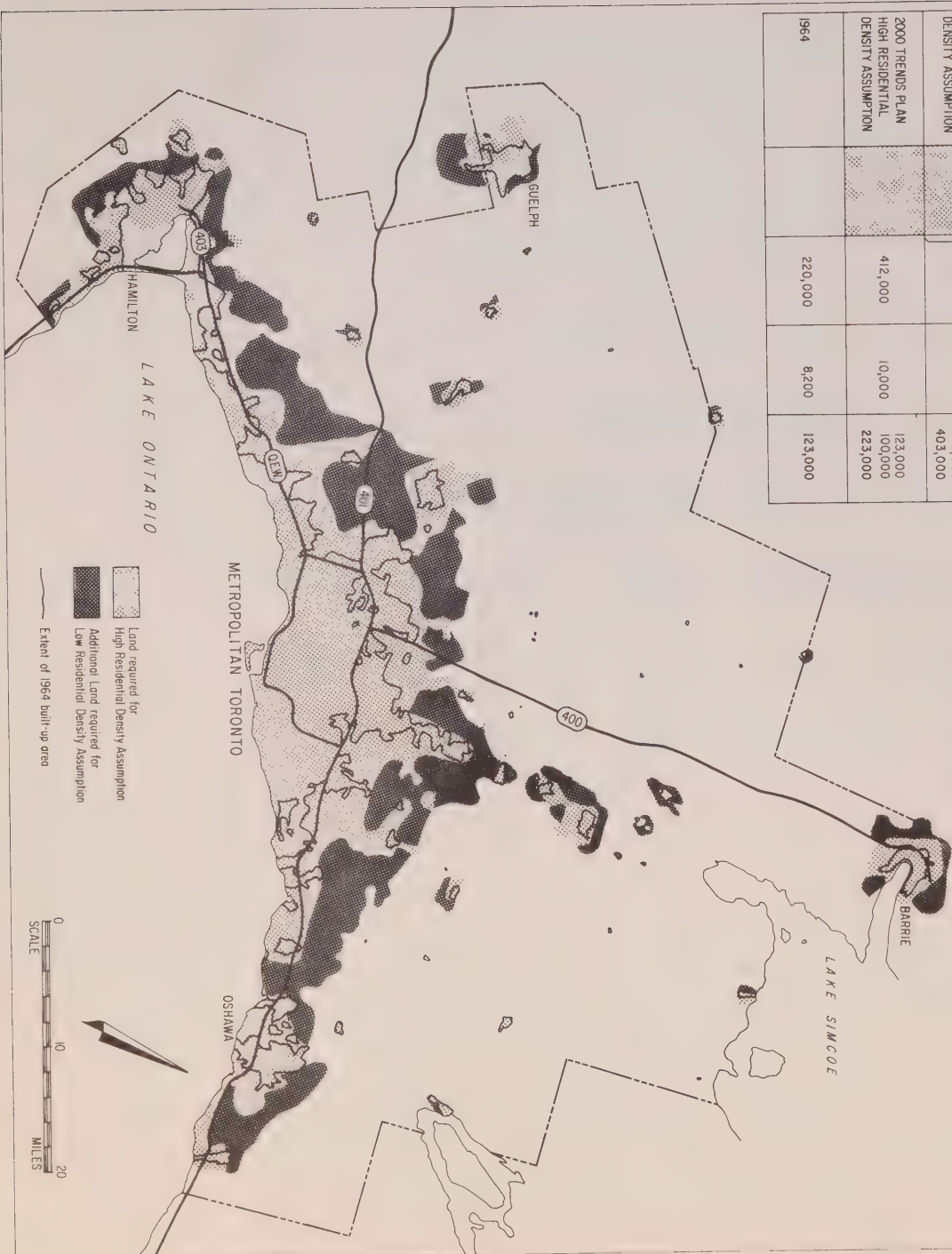


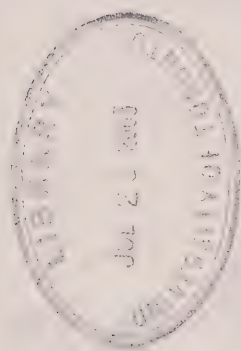


# REGIONAL FORM TRENDS PLAN 2000

ONTARIO DEPARTMENT OF MUNICIPAL AFFAIRS

	REGIONAL FORM	BUILT-UP AREA (acres)	OVERALL POPULATION DENSITY (persons per sq. mi.)	GROSS RESIDENTIAL AREA (acres)
2000 TRENDS PLAN LOW RESIDENTIAL DENSITY ASSUMPTION		592,000	7,000	123,000 100,000 180,000 403,000
2000 TRENDS PLAN HIGH RESIDENTIAL DENSITY ASSUMPTION		412,000	10,000	123,000 100,000 223,000
1964		220,000	8,200	123,000





ADDRESS BY:

HONOURABLE W. DARCY McKEOUGH, MINISTER

ONTARIO DEPARTMENT OF MUNICIPAL AFFAIRS

METROPOLITAN TORONTO AND REGION TRANSPORTATION

STUDY

TORONTO, ONTARIO

JUNE 13, 1968.





MR. CHAIRMAN, LADIES AND GENTLEMEN, IN THE FEW MINUTES AT MY DISPOSAL, I WOULD LIKE TO TAKE A QUICK OVER-ALL LOOK AT THIS STUDY AND MAKE SOME OBSERVATIONS. THEN I WOULD LIKE TO SUGGEST THE ACTIONS THAT WILL HAVE TO BE TAKEN TO CHOOSE WHATEVER PLAN OR COMBINATION OF PLANS THAT IS THE BEST GOAL, BASED ON OUR PRESENT INFORMATION -- AND HOW THAT PLAN CAN BEST BE IMPLEMENTED.

LAST WEEK I WAS STUDYING A MAP OF THIS AREA WITH A GROUP OF PEOPLE. ONE OF THEM ASKED ME AS HE POINTED TO THE MAP "IS THIS WHERE GO TRANSIT IS TO GO NEXT? MY ANSWER WAS THAT I DIDN'T KNOW WHERE THE NEXT LINE WOULD RUN. THAT DECISION CAN'T BE MADE WITHOUT TAKING INTO ACCOUNT EVERY FACTOR THAT GOES TO MAKE UP THE TOTAL ENVIRONMENT OF THE AREA.



IT MUST BE EMPHASIZED, AGAIN AND AGAIN THAT THIS REPORT IS BUT THE FIRST STEP IN EVOLVING, ADOPTING, IMPLEMENTING AND FULFILLING A COHESIVE REGIONAL PLAN.

THE RATE OF POPULATION GROWTH IN THE AREA IS FROM A LITTLE OVER  $1\frac{1}{2}$  MILLION IN 1951 TO ABOUT 3 MILLION AT PRESENT -- AND IS EXPECTED TO DOUBLE AGAIN BETWEEN NOW AND THE END OF THE CENTURY.

WITH THIS RATE OF URBAN SETTLEMENT, THE STRAINS ARE NOT ONLY ON TRANSPORTATION, BUT ON ALL ASPECTS OF SOCIETY.

WE CANNOT ISOLATE THE MATTER OF TRANSPORTATION AND DEAL WITH IT AS SEPARATE FROM LOCAL GOVERNMENT, HOUSING, EMPLOYMENT, EDUCATION, WATER SUPPLIES, RECREATION AND THE HOST OF OTHER MATTERS THAT GO TO MAKE UP THE TOTAL ENVIRONMENT.



FROM THE BREADTH AND DEPTH OF THIS STUDY, WE  
SEE THE MANY CHALLENGES -- AND I PREFER THE WORD  
'CHALLENGES' TO THE TOO MUCH USED WORD 'PROBLEMS' --  
THE MANY CHALLENGES WE MUST FACE UP TO IN MAKING ANY  
JOINT DECISIONS ON TRANSPORTATION.

WHAT IS HAPPENING, AND CERTAINLY WHAT WILL  
HAPPEN, IN THIS AREA WILL BE INFLUENCED BY WHAT HAPPENS  
IN THE HEART OF TORONTO ITSELF. DOWNTOWN REDEVELOPMENT,  
THE WATERFRONT PLAN, BUCKMINSTER FULLER'S PROJECT  
TORONTO, ARE ALL PART AND PARCEL OF THE BONES, SINEW  
AND LIFE STREAM OF THE WHOLE AREA. THE PEEL-HALTON  
STUDY, REDEVELOPMENT IN HAMILTON, THE OSHAWA-METRO  
TORONTO RELATIONSHIP, THE DIMINISHING AGRICULTURAL  
AREA, THE GROWTH OF GUELPH AND BARRIE -- ALL MUST BE  
REFLECTED IN WHATEVER DECISIONS ARE MADE.



IT HAS BEEN SAID THAT TORONTO IS, GEOGRAPHICALLY  
SPEAKING, WELL PLACED AND DOES NOT HAVE MANY OF THE  
PHYSICAL RESTRICTIONS OF OTHER NORTH AMERICAN CITIES.  
THIS IS FORTUNATE. IT DOES NOT MEAN, HOWEVER, THAT  
NATURAL GROWTH CAN GO AHEAD WITHOUT CONSTANT PLANNING.  
IT DOES MEAN THAT THERE IS ALL THE MORE REASON TO  
PLAN CAREFULLY, BY INVOLVING ALL AGENCIES -- GOVERNMENT,  
BUSINESS AND PEOPLE. IT DOES MEAN WE CAN TAKE FULL  
ADVANTAGE OF THE GEOGRAPHIC ARRANGEMENT IN THE INTEREST  
OF A FULL AND ORDERLY DEVELOPMENT OF THE WHOLE AREA.  
IT IS AN EXCITING PROSPECT. BUT OF ONE THING WE MUST  
ALL BE AWARE -- WE CAN'T AFFORD TO STAND STILL.

MANY DECISIONS WILL HAVE TO BE MADE, KEEPING IN  
MIND THE NEED FOR ELASTICITY TO PROVIDE ROOM FOR  
THOSE CHANGES THE PRESSURE OF TIME WILL DICTATE.





THE PLANS ARE ENORMOUS IN THEIR SCOPE. SOME ARE SO LARGE THEY WILL REQUIRE FINANCIAL ASSISTANCE FROM ALL LEVELS OF GOVERNMENT, FROM THE FEDERAL TO THE MUNICIPAL.

AND WITH SUCH ENORMOUS PLANS, THERE WILL ALSO BE ENORMOUS COST. WE WILL HAVE TO DETERMINE THOSE PRIORITIES DEMANDING FIRST CALL ON OUR RESOURCES. WE WILL HAVE TO BUDGET FOR GROWTH IN THE SENSE OF DECIDING WHAT AREAS ARE TO BE DEVELOPED TODAY AND WHAT ARE FOR TOMORROW OR THE NEXT DAY. WE CAN ONLY AFFORD ORDERLY GROWTH BASED ON BOTH NEED AND REALITY.

WE ARE READY TO ENSURE ADEQUATE CO-ORDINATION OF ACTION. SUCH CO-ORDINATION IS THE BASIC THREAD FOR DEVELOPMENT. THIS IS IN KEEPING WITH THE NOVEMBER 1967 STATEMENT OF THE PRIME MINISTER, MR. ROBARTS, AT THE FEDERAL PROVINCIAL MEETING ON HOUSING AND URBAN AFFAIRS WHEN HE SAID:



"THE PRIMARY ROLES OF THE PROVINCE ARE TO PROVIDE GOOD LEGISLATION, TO PROMOTE UNDERSTANDING, TO STIMULATE LOCAL PLANNING ACTIVITY, TO AID THE MUNICIPALITIES IN THE IMPLEMENTATION OF THEIR PLANS FOR COMMUNITY DEVELOPMENT AND TO CO-ORDINATE THE PLANS PRODUCED TO ENSURE COMPATABILITY WITH REGIONAL AND PROVINCIAL INTERESTS."

NOT ONLY MUST THE REGIONAL PLAN BE A GOOD PLAN AND CAPABLE OF IMPLEMENTATION, IT MUST ALSO BE MADE AVAILABLE AS EARLY AS POSSIBLE SO THAT ALL THE AFFECTED AGENCIES MAY HAVE THE BENEFIT OF ITS GUIDING AND CO-ORDINATING INFLUENCE.

THE PLAN -- WHICHEVER PLAN IS ACCEPTED -- WILL PROVIDE THE SAME USEFUL BACKGROUND AND GUIDANCE FOR THE MANY OTHER ACTIVITIES, BESIDES TRANSPORTATION, THAT SHAPE THE FORM AND QUALITY OF REGIONAL ENVIRONMENT.



TO THIS END, I EXPECT MUNICIPALITIES AND OTHER AGENCIES INVOLVED IN THE AREA TO MAKE A FULL STUDY OF THE PROPOSED PLANS. I FURTHER EXPECT THAT THE RESULTING BRIEFS AND OPINIONS WOULD BE SUBMITTED TO THE PROVINCIAL TREASURER BY THE END OF THE PRESENT YEAR.

FROM THE POINT OF VIEW OF THE PROVINCIAL GOVERNMENT, THE FULL AND IMMEDIATE CO-ORDINATION OF THE INVOLVED DEPARTMENTS WILL TAKE PLACE. FOR EXAMPLE, TRADE AND DEVELOPMENT WILL PREPARE PROGRAMS RELATING TO LAND ASSEMBLY, HOUSING, INDUSTRIAL PROMOTION AND THE PROVISION OF LOAN FUNDS AND OTHER INCENTIVES.

THE DEPARTMENT OF HIGHWAYS WILL PLAY ITS MAJOR ROLE IN MATTERS RELATING TO HIGHWAYS AND COMMUTER RAIL SERVICES.



ENERGY AND RESOURCES MANAGEMENT WILL TAKE ITS PART IN THE PROVISION OF MAJOR WATER AND SEWAGE SYSTEMS, CONSERVATION AUTHORITY OPERATIONS AND THE PROVISION OF ELECTRIC POWER.

THE DEPARTMENTS OF EDUCATION AND UNIVERSITY AFFAIRS WILL HAVE A STRONG IMPACT ON THE ACHIEVEMENT OF THE PLAN THROUGH THEIR LOCATION AND FINANCING OF EDUCATIONAL FACILITIES AND COMMUNITY CENTRES.

THE DEPARTMENT OF HEALTH WILL PLAY ITS PART IN THE LOCATION OF HOSPITALS AND MEDICAL SERVICES.

SIMILARLY, THE DEPARTMENT OF PUBLIC WORKS AND OTHER DEPARTMENTS WILL HAVE AN IMPACT IN RELATION TO LOCATING GOVERNMENT BUILDINGS.

THE DEPARTMENT OF AGRICULTURE MUST TAKE A HARD LOOK AT THE IMPACT ON OUR AGRICULTURAL ECONOMY OF THE LANDS WHICH MAY HAVE TO BE WITHDRAWN FROM FARM USE.





THE DEPARTMENT OF LANDS AND FORESTS WILL BE INVOLVED IN THE GROWTH OF THE REGION THROUGH ITS RESPONSIBILITY FOR PROVINCIAL PARKS.

MY OWN DEPARTMENT OF MUNICIPAL AFFAIRS WILL CONTINUE TO BE DEEPLY INVOLVED IN THE REALIZATION OF THE FINAL PLAN THROUGH ITS RESPONSIBILITY FOR APPROVAL OF LOCAL DEVELOPMENT PLANS AND THE ORGANIZATION OF LOCAL GOVERNMENT AND MUNICIPAL FINANCE. THIS WILL INCREASE IN SCOPE AS THE NEED FOR THE CO-ORDINATION OF REGIONAL PLANNING BECOMES MORE AND MORE PRESSING. TOTAL EVALUATION WILL TAKE INTO ACCOUNT THE RECOMMENDATION ARISING FROM LOCAL GOVERNMENT STUDIES; THOSE COMPLETED AND THOSE UNDERWAY AND THOSE WHICH IT WILL BE FOUND NECESSARY TO UNDERTAKE AS WE SEEK TO FIND THE MOST EFFECTIVE GOVERNMENT FOR THE AREA.



NO PLANS, HOWEVER WELL PREPARED, CAN BE IMPLEMENTED SUCCESSFULLY WITHOUT THE FULLEST CO-OPERATION OF THE PEOPLE WHOSE FUTURE ENVIRONMENT THEY WILL HELP DETERMINE. EVERY GROUP AND EVERY PERSON IN OUR SOCIETY IS INVOLVED IN THE OUTCOME. AS INDIVIDUALS, WE EITHER PARTICIPATE IN DETERMINING OUR FUTURE, OR THAT FUTURE WILL BE THRUST UPON US. IT IS NOT ENOUGH TO SAY THE DEMOCRATIC FORM OF GOVERNMENT PERMITS US TO TAKE PART -- THERE IS AN OBLIGATION -- A RESPONSIBILITY, AND A CHALLENGE TO HELP DECIDE THE ENVIRONMENT IN WHICH WE AND OUR CHILDREN MUST LIVE.





